

THE ILLUSTRATED LONDON NEWS

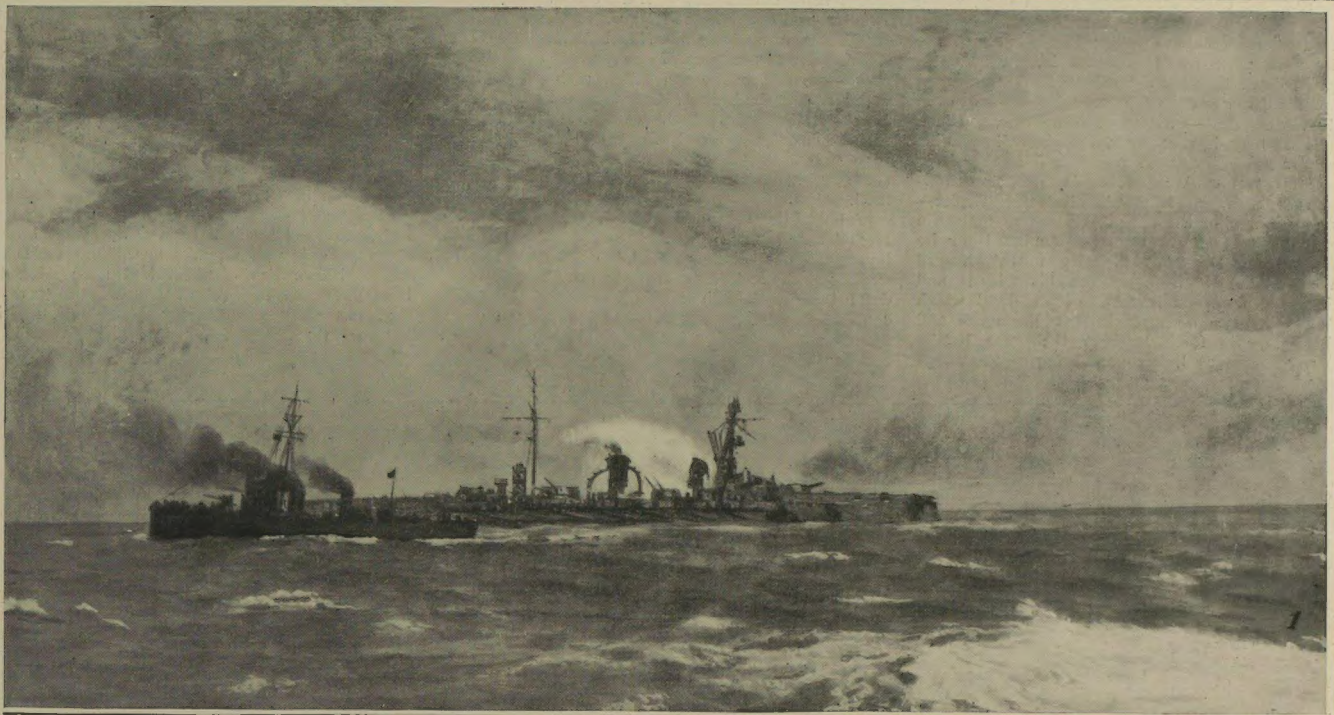
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SATURDAY, JANUARY 30, 1915.

SIXPENCE.

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1. THE BRITISH NAVAL VICTORY IN THE NORTH SEA: THE GERMAN ARMoured-CRUISER "BLÜCHER" ON FIRE AND IN A SINKING CONDITION, WITH HER MEN ON DECK SINGING PATRIOTIC SONGS.

2. H.M.S. "LION" GOING INTO ACTION: VICE-ADMIRAL SIR DAVID BEATTY'S FLAG-SHIP AND LEADER OF THE LINE OF BRITISH BATTLE-CRUISERS IN THE NORTH SEA VICTORY.

We give here and on other pages some very remarkable photographs taken by an eye-witness during the action in the North Sea on the 24th, which resulted in the sinking of the German armoured-cruiser "Blücher." The upper photograph shows the "Blücher" shortly before she went down. As mentioned under our double-page photograph, the crew on her decks were singing patriotic songs. The Admiralty's second announcement regarding the action stated: "The 'Lion,' which had some of her forward compartments flooded by a shell below the water-line, was taken in tow by the 'Indomitable.'" The

casualties on board the "Lion" were 17 men wounded. The total British casualties were given as 1 officer and 13 men killed, and 3 officers and 26 men wounded. Just now it is interesting to recall a dictum in General von Bernhardi's book, "Britain as Germany's Vassal," which the North Sea action has completely stultified. "The latest English ships," he writes, "have not come up to expectations, and some have shown grave defects. This applies particularly to the ships 'Orion' and 'Lion.' It is obvious that England will find it extremely difficult to obtain a decisive victory over Germany on the sea."!



THE GREAT WAR.

By CHARLES LOWE.



ON Wednesday, the 27th inst., the German Emperor entered his fifty-seventh year, which was just about the age of his father when he succumbed to an incurable disease; but it is difficult to realise that his son and successor is now as old-weighted down by such a burden of private sorrow and public care as none of his predecessors—not even Frederick the Great—ever knew. Generals von Kluck and Hindenburg having found it equally impossible to present the Kaiser with a natal gift in the shape either of Calais or Warsaw, or both, their fellow-paladin of the sea, High-Admiral von Tirpitz—humming a line of the song, "Go weave for me a Siegeskranz"—resolved to supply the deficiency by laying on the Kaiser's "birthday table," heaped with all kinds of offerings from his friends and admirers, another laurel-wreath of the kind which had already twice been plucked at Yarmouth and Scarborough. So forth he sent the same battle-cruiser squadron as before—consisting of the *Derfflinger*, *Seydlitz*, *Moltke*, and *Blücher*, with lighter cruisers and destroyers to match—to cross the bleak, black and misty North Sea on the night of Saturday, the 23rd inst., with intent to give another exhibition of Sunday-morning baby-killing as a further salutary proof of German "frightfulness."

But now it was discovered by Von Tirpitz and his Captains that they were carrying a pitcher to the well just once too often. For presently there hove in sight the stronger battle-cruiser squadron of Sir David Beatty, the hero of the Heligoland Bight affair at the beginning of the war, accompanied by a destroyer flotilla under Commodore Tyrwhitt, at view of which the German raiders, seeing that the game was up, turned tail and began to flee to the place from whence they came—doubtless Wilhelmshaven—as fast as steam could carry them. But that wasn't fast enough, seeing that the "baby-killers" were soon overhauled by the superior speed of our biggest battle-cruisers, *Lion* and *Tiger*—*par nobile fratrum*—and compelled to engage in a running fight until the slowest unit of the squadron, the *Blücher*, was shelled and sunk with 760 of her crew, the rest (123) being saved by the humanity of our Admiral.

The *Lion*, which headed our battle-line—as lions are generally expected to do—had less than a dozen wounded and no killed, so that our victory was a comparatively cheap one. On the other hand, apart from the sinking of the *Blücher*—the biggest war-ship the Germans have lost till now, on which Prince Henry, the Kaiser's sailor-brother, had hoisted his ineffective flag at the beginning of the war—Admiral Beatty reported "serious damage" to two other battle-cruisers of the German squadron, so that the action may be taken to have accounted for at least three of the enemy's best war-ships.

The moral of the battle was manifold, but that which above all things "jumps into the eyes" is the further proof of the maxim that victory is assured to the strongest and the swiftest side—"guns and tons,"

in fact. The 13.5-in. guns of the *Lion* and the *Tiger* simply made child's play with the 8.2-in. pieces of the *Blücher*, and even the 12-in. guns of the *Derfflinger*. Another feature of the fight is what must have been the marvellous accuracy of our gunners at such long range—something like ten miles, perhaps, to begin with; and to the lay mind it is truly astonishing that even at half that range, which is not much more than the radius of the sea-horizon, a 13.5-in. shell of 1250-lb., can be got to hit anything at all, considering the unstable character of the platform from which it is fired.

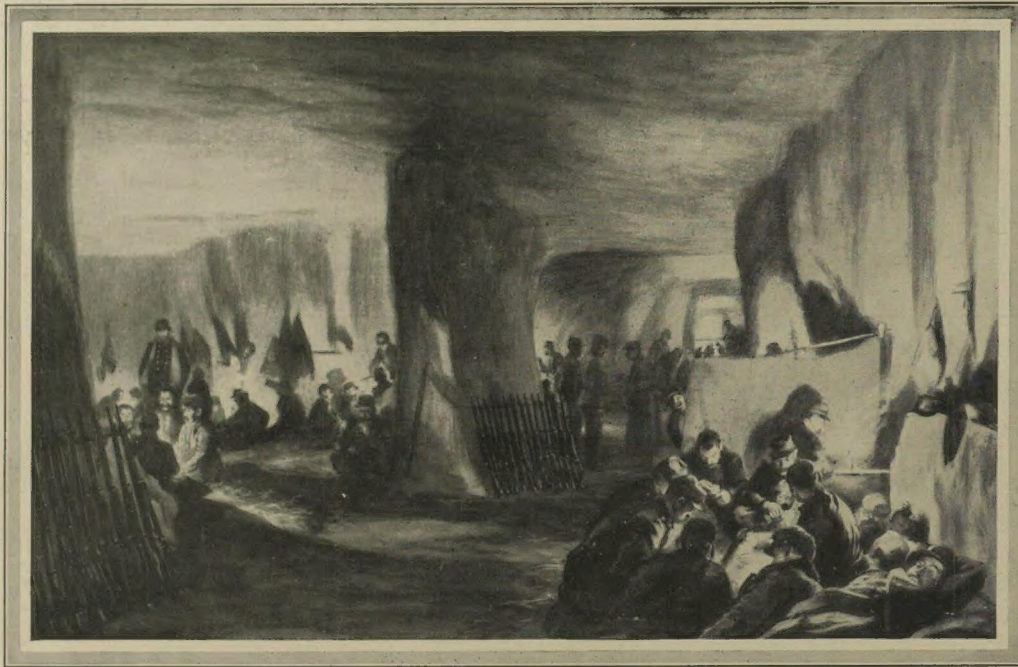
Admiral Beatty's victory had the effect of depriving High-Admiral von Tirpitz of the expected pleasure of laying another "Siegeskranz," or laurel victory-wreath, at the feet of the Kaiser on the latter's birthday; but, on the other hand, it came in handy for enabling our "youngest Admiral" to pay a corresponding compliment to Sir John Fisher, our First Sea Lord, who has always championed the battle-

had thus tried to sow death and destruction among the very coverts where his Majesty himself had so often been the sporting guest of his English relatives. That was indeed playing a very low-down game! But Kaiser William has 'little of the spirit which caused Alexander of Macedon to spare the house of the poet Pindar at the siege and destruction of Thebes. The exultation in Germany over this barren air-raid only aroused disgust and reprobation throughout the civilised world, especially in America, where the raid was compared to the "senseless savagery of Red Indians on the war-path."

Still another air-raid of a different and more legitimate kind took the form of an attack by a considerable covey of German aeroplanes on Dunkirk, where, before two of them had been winged and brought down by the Allies, they dropped some sixty-six bombs on the place, killing nine civilians and injuring several; and it is only surprising that in such affairs the material damage is so disproportionate to

the amount of explosive stuff sent down—recalling Falstaff's half-pennyworth of bread to his intolerable deal of sack.

By way of retaliation, some of our military airmen, the same day, dropped twenty-seven bombs on the German submarine base at Zeebrugge and the guns at the mole—a perfectly right and honourable objective—with disastrous results, as it was believed, to many of the guns' crews. Unlike the Norfolk Zeppelin raid against undefended towns and villages, this was playing the game; and the same may even be said of the sinking of one of our merchant vessels, the *Durward*, off the mouth of the Meuse, by a German submarine, after it had taken off all on board and brought them



"THE TROGLodyTES OF THE AISNE": FRENCH SOLDIERS "BILLETED" IN ONE OF THE CAVES NEAR SOISSONS—FORMERLY QUARTERS FOR GERMANS.

The spacious limestone caves and catacombs of the Aisne Valley, near Soissons, are now serving as quarters for the French. "The troglodytes of the Aisne," remarked the French officer who acted as guide to the artist who drew the illustration above, "have taken a leaf from the book of the Boches." The cavern we see in the occupation of two French infantry companies was inhabited by the Germans during September. They were only turned out at the point of the bayonet.

cruiser type of vessel to which—and to his gallant officers and men—Sir David Beatty owed his crushing victory, which, among other things, will put a stop to those "baby-killing" raids for want of proper vessels to carry them out.

This was the second attempt within a week—this ineffectual raid of the "baby-killers"—to terrorise our East Coast, the first having taken the form of a nocturnal raid by three air-ships—doubtless Zeppelins—to lay some of the towns and villages of Norfolk in ruins, notably Yarmouth and King's Lynn, where, however, apart from four innocent lives, the only damage done was the wrecking of a few houses. The Germans then grew wild with a savage delight at the news of this tremendous exploit—epoch-making to them in this respect, that it was the first time Zeppelins had made their appearance over English soil, and the Kaiser's people were assured that the fate of London would presently follow.

"Our Zeppelins" wrote one Hamburg print, "have shown that they could find the hidden royal residence"—at Sandringham, near which some bombs had been dropped, only a few hours after the King and Queen had left for London, an outrage which, if the Kaiser were anything of a gentleman, ought to have moved him to punish the vindictive savage who

to safety. This was the fifth case of the kind, and not in the nature of a new departure.

While thus the main interest of the war for the fourth week of the month was confined to the sea and the air, the fighting on land—on both fronts—continued to be of the same subterranean kind, with results not very obvious to the general eye, though the Prince of Wales, who has been visiting the eastern portion of the Allied line and looking at things from *de près*, may have been enabled to come to a clearer conclusion about the military situation.

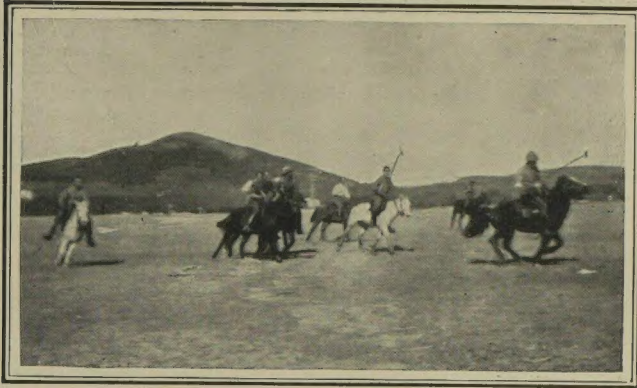
Meanwhile, it is encouraging to learn from General Joffre—who has proved himself to be a General *comme il faut*—after a detailed summary of French successes, that "the German offensive is broken; the German defensive will also be broken in its turn." Such is the cheering assurance we get from the French; while our Allies, on the other hand, will feel equally "bucked up" by the result of the visit of their War Minister, M. Millerand, to Aldershot, where he inspected our new army, and wrote to its creator, Lord Kitchener, that, if he hadn't seen it with his own eyes, he never could have believed it. Or, in other words, to substitute men for means of communication—

If you'd seen these roads before they were made
You would hold up your hands and bless General Wade.

LONDON: JANUARY 26, 1915.

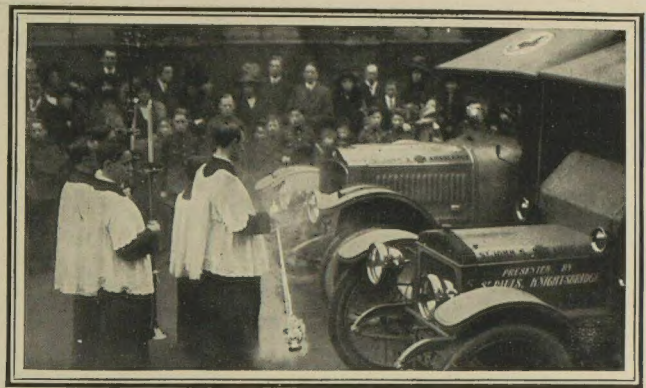
WAR NEWS BY PHOTOGRAPHY: SNAPSHOTS FROM FAR AND NEAR.

PHOTOGRAPHS BY G.P.U., CENTRAL PRESS, TOPICAL, NEWSPAPER ILLUSTRATIONS, L.N.A., AND C.N.



ON THE GERMAN GARRISON'S RECREATION-GROUND! BRITISH OFFICERS PLAYING POLO AT TSING-TAU IMMEDIATELY AFTER THE SURRENDER.

The British love of sport is not to be baulked even on active service, and every chance offering is seized. Our photograph shows officers of the besieging force playing polo on the German garrison recreation-ground immediately after the surrender of the fortress of Tsing-tau.



A SOLEMN DEDICATION OF MOTOR RED-CROSS WAGONS: AT THE CONSECRATION SERVICE AT ST. PAUL'S, KNIGHTSBRIDGE.

Our illustration shows a part of the special consecration service held in London at St. Paul's, Knightsbridge, on Sunday, January 24, for the dedication of two motor-ambulances, for the provision of which the congregation subscribed the sum of £1300.



HOLES MADE BY GERMAN BOMBS DROPPED ON THE EAST COAST: (1) CLOSE TO THE ROYAL TRAIN-SHED AT KING'S LYNN STATION; (2) IN A FIELD NEAR SNETTISHAM CHURCH—THE NEAREST BOMB TO SANDRINGHAM HOUSE; (3) AND (4) A SHELL-HOLE AMONG THE SHATTERED HOUSES IN ALBERT STREET, KING'S LYNN.

In last week's Issue we gave photographs showing the havoc wrought in dwelling-houses by the bombs dropped in the German air-ship raid on East Anglia. Here the reader may see what the bomb-holes in the ground look like.

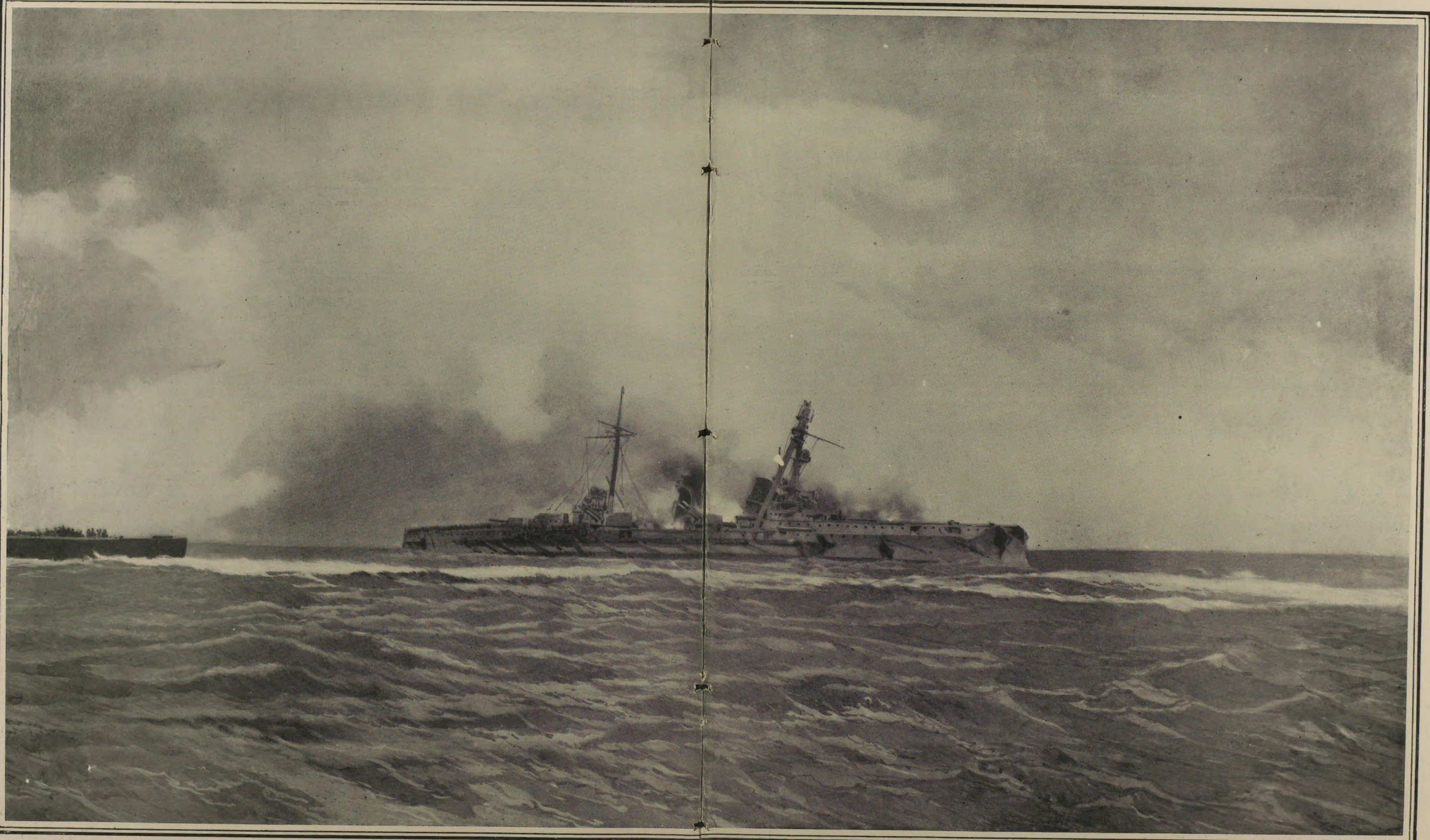


"KULTUR" AND "KOLOSSAL": NICKNAMED FRENCH GUNS BOMBARDING FROM STEINBACH. Apt at turning the tables by way of jest, the French gunners, we are told, nickname some of their guns to make sport of German pet phrases. Here, for instance, are two, in action in Alsace, labelled with distinct "hits."



"FUTURISM" AND INVISIBILITY: A BRITISH POSITION-GUN IN ITS 'WAR-PAINT. The practical invisibility at a distance of objects painted in primary colours was discovered by our gunners in South Africa, often puzzled to locate Boer guns so treated. Daubing red, yellow, and blue paint in patches on the guns is proving useful now.

THE "BLÜCHER'S" END: A REMARKABLE PHOTOGRAPH OF THE GERMAN CRUISER GOING TO HER DOOM.



WITH HER CREW SINGING PATRIOTIC SONGS ON DECK AS SHE WENT DOWN: THE GERMAN ARMoured CRUISER "BLÜCHER" ON FIRE AND SINKING IN THE NORTH SEA AFTER HER ACTION WITH THE "LION" AND THE "PRINCESS ROYAL" IN THE BRITISH NAVAL VICTORY.

In announcing the British naval victory in the North Sea, the Admiralty said: "Shortly after one o'clock, 'Blücher,' which had previously fallen out of the line, capsized and sank. . . . One hundred and twenty-three survivors have been rescued from 'Blücher's' crew of 885, and it is possible that others have been saved by some of our destroyers." The "Blücher" is believed to have taken part in the raid on Scarborough, for which retribution has thus been exacted. She was an armoured-cruiser of 15,550 tons, and 499 feet in length, carrying twelve 8.2-inch guns, with other armaments. She was launched in 1908, at Kiel, and completed two years later. A steward of one of the British battle-cruisers engaged, in his story of the fight, said that the "Blücher," which was last in the German line, was crippled by the "Lion," and that when the British flagship, after being hit, yielded her place to the "Princess Royal," the latter fired the shot that sank the "Blücher." The correspondent (an eye-witness) who supplied our photographs says that the

"Blücher's" crew were singing patriotic songs on deck as she was sinking. She turned over and went down by the stern with her crew running and sliding first down her deck and then her side. The sea was thick with drowning men. The British boats put off as speedily as possible for the work of rescue, and threw life-belts on the end of lines, but many of the Germans in the water were too benumbed with cold to make use of them. Some of the British sailors went over the side to fasten lines to them. The Admiralty's anticipation that more than 123 Germans might have been saved was apparently well founded, for it was stated on the 27th that 200 more German survivors had been brought to Edinburgh. Fifty had already been landed at Leith and taken to Edinburgh Castle. The captain of the "Blücher," who was suffering from shock, was among the wounded. In the photograph members of the crew can just be distinguished crowded together aft (in the illustration, the left-hand end of the ship).

BRITISH OFFICERS AS PRISONERS OF WAR IN GERMANY. EXPERIENCES OF A CAPTURED LONDON RED CROSS DOCTOR.

DRAWINGS BY JOHN DE G. BRYAN FROM MATERIAL SUPPLIED BY MR. L. J. AUSTIN, F.R.C.S., OF THE LONDON HOSPITAL.

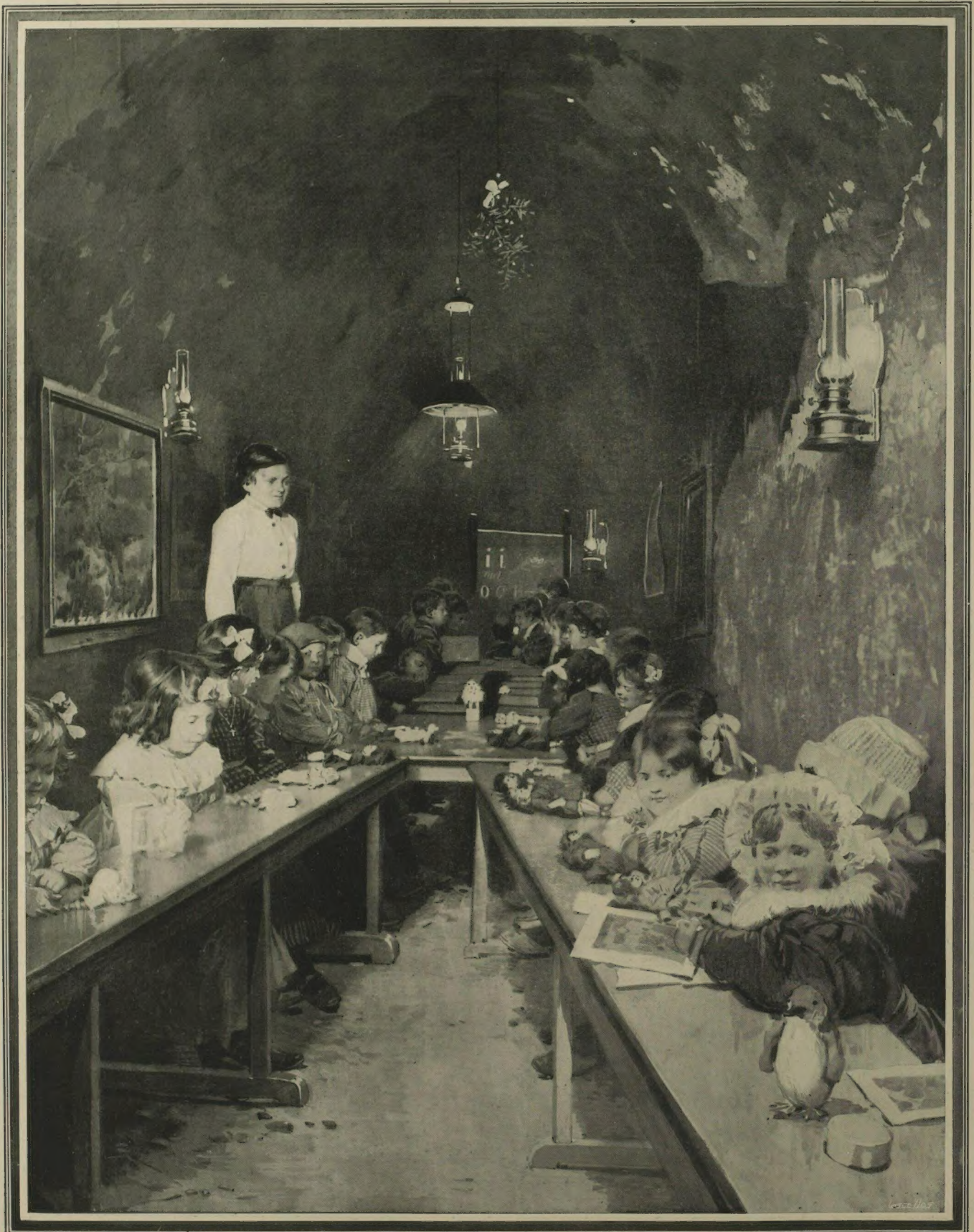


LIFE IN WAGON-HOUSE No. 9: TYPES AND INCIDENTS AT A GERMAN PRISON CAMP FOR BRITISH, FRENCH, RUSSIAN, AND BELGIAN OFFICERS, AT MAGDEBURG.

A remarkably vivid and interesting description of his experiences as a prisoner in Germany has been given by Mr. L. J. Austin, F.R.C.S., Surgeon-Registrar of the London Hospital, who courteously supplied our artist with material for the above drawings. Dr. Austin, who went out in August with the first Belgian unit of the British Red Cross Society, was one of five British medical men recently released by the Germans. Dr. Austin and his friend Dr. Elliott were captured by the Germans at Havelange, near Namur, on August 18. The General was inclined to shoot them out of hand as spies, but fortunately an English-speaking officer intervened. After being searched and questioned, they were taken to Cologne and underwent fifteen days' solitary confinement in vermin-infested cells. They were tried three times, one trial being an examination in medicine to prove that they were doctors. They were then taken to Torgau, and treated fairly well as prisoners of war. On November 26 they were transferred to Burg. On December 6-7 the British officers were separated into parties and distributed between Burg, Halle, and Magdeburg. Dr. Austin and Dr. Elliott were quartered in Wagon-House No. 9 at Magdeburg, with 60 other British officers, 60 French, 80 Russian, and about 200 Belgian. Our drawings illustrate the life there, which

Dr. Austin has described in detail in the "Daily Telegraph." "We experienced," he says, "a change for the worse. The exercise-yard was small, the sanitary arrangements were poor, and the rooms were badly ventilated. There was always a struggle between the 'fresh-air' party and the 'fuggy' party; and the British officers, I need not say, were always on the side of fresh air. The canteen here was worse supplied than anything we had hitherto encountered. . . . The officers' pocket-money was paid in little metal discs of copper or brass, each representing a penny in value . . . to prevent any bribing of sentries. One day we were informed that we were moving to yet another camp. So we packed up everything, and paraded in the courtyard at five o'clock next morning. Then the British officers were marched into a shed, and were informed that it was necessary to give up all our personal effects and valuables. This action was keenly resented." The lower central drawing shows this episode, which did not, after all, result in another removal. With regard to parcels from friends at home he mentions that insured parcels reach their destinations more safely. "It is useless to attempt to send out chocolates, tobacco, cakes, or sweets to officers, because these things are confiscated."—[Drawings Copyrighted in the United States and Canada.]

SCHOOL UNDERGROUND: LESSONS IN A CELLAR IN RHEIMS.



A CLASS IN A WINE-CELLAR: CHILDREN TAUGHT IN THE "CAVES POMMERY" WHICH WERE HEWN OUT OF THE CHALK QUARRY AT ABOUT THE TIME OF THE FRANCO-PRUSSIAN WAR OF 1870.

The spacious cellars which are a feature of much-bombarded Rheims are being put to unusual use. We have shown them as dwelling-places. Here we see the well-known "Caves Pommery," which were hewn out of the chalk quarries at about the time of the Franco-Prussian War of 1870, employed now, in the great European War period, as a school for children whose homes and schools have alike suffered destruction at the hands of the Germans. The subterranean life, hard enough for the grown-ups, is harder

still for the youngsters. This underground school, then, was a particularly happy idea of Mme. Deresme, wife of one of the Pommery employés, who founded it in the "caves." Fifty-five children, from two to eleven years of age, now learn their lessons in a lamp-lit passage, fifteen feet underground, read, write, play with toys, and are nearly as happy, interested, and amused as under normal conditions. Indeed, it is more like playing at school than the real thing, although its value is as indisputable as its *locale* is unique.

FILLING THE BZURA WITH GERMANS: WARSAW'S FIRST LINE OF DEFENCE.

DRAWN BY FRÉDÉRIC DE HAENEN FROM A SKETCH BY GRANVILLE FORTESCUE



"WE LET THEM WADE IN UP TO THEIR ARM-PITS BEFORE WE FIRE:" GERMANS SHOT AND DROWNED IN THE HALF-FROZEN BZURA IN VAIN EFFORTS TO REACH THE RUSSIAN TRENCHES

Mr. Granville Fortescue, from whose sketch the above drawing was made, has sent the following note with regard to it. "'We let them wade in up to their arm-pits before we fire. Then every hit is a kill.' These words of a Russian officer, Prince B., give an idea of how effectively the first line of the defence of Warsaw is being held. Twelve assaults across the Bzura were repulsed yesterday. Killed and wounded disappeared under the freezing water." Mr. Fortescue made his sketch from the Russian trenches. Beyond the river the German trenches are seen amid the snow-covered landscape. Writing recently in the

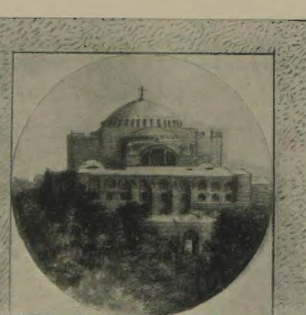
"Daily Telegraph," he said: "The German attempts to force the Bzura are marked by reckless waste of human life. The Kaiser, in his mad desire to capture Warsaw, would fill the river with the bodies of his soldiers, and drive his cannon over them. . . . While the ground is frozen, the rivers are not entirely covered with ice, as the force of the wind has prevented this. No human being can plunge into the water of the Bzura without becoming numb with cold. What the Germans are suffering can be imagined from conditions on this side, where is the well-clothed Russian soldier."—[Drawing Copyrighted in the United States and Canada.]



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

SCIENCE JOTTINGS.

THE AIR-SHIP MENACE.

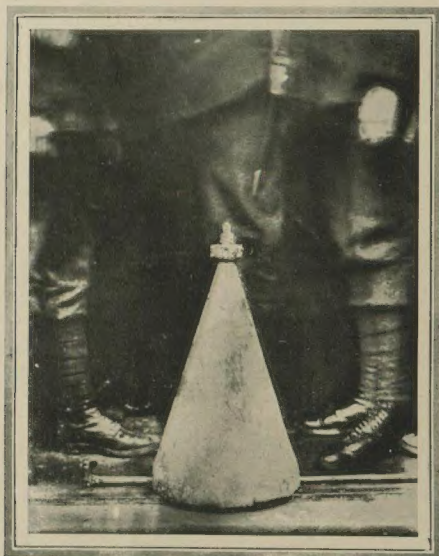
THE much-advertised air-raid on our shores has come and gone, with the result that a dozen bombs were dropped on Yarmouth and King's Lynn, and four civilians killed. The small number of missiles used and the comparative lightness of the unexploded ones picked up—6 lb. weight in one report, and 60 lb. in another—all go to show that either small non-rigid air-ships like our own *Beta* and *Gamma*, or even, possibly, only aeroplanes, were used. If air-ships were present, as the Germans claim, we should expect a much heavier "rain of fire," even in the shape of small bombs, than seems to have occurred. Machines heavier than air can only carry a strictly

thoroughly well known and easy to see from above. The case is quite different with an air-ship, dirigible balloon, or to use the familiar expression, a Zeppelin. These machines, being lighter than air, can rise in it without making use of their propelling power, and can carry, it is said, a dead weight of explosives going up to two tons. Allowing for the exaggeration natural in such statements, there seems at first sight no reason why the lifting and soaring capabilities of a Zeppelin should be limited by anything else than the quantity of gas it can hold. But this would apply to a dead calm only. Directly the wind begins to blow—whether in the direction in which the Zeppelin wants to go or in the opposite direction, or at right angles to it—we find a factor introducing itself which practically does not exist for the aeroplane in any weather in which the hardest aviator is likely to ascend.

This factor is accounted for in the case of a ship at sea in a way which cannot, so far as is known, be employed at present in that of a ship in the air. In the sea-going ship, use is made, as most people know, of our old friend, the parallelogram of forces. The driving-power of the ship, *i.e.*, the propeller in a steam vessel, or the mainsail in a sailer, is perpetually trying to force the craft along in the direction in which her nose is pointed. The wind when, as the sailors say, on her beam, or in other words, blowing at more or less of a right angle with her course, in its turn tries to force her sideways, or in a lateral direction parallel to that in which she is going. The result of these two opposing forces is that she takes up the line of least resistance, and proceeds along a course which is the diagonal of a parallelogram drawn round her in such a way that a line drawn from her stem to her stern would exactly bisect it. But directly we try to steer a balloon in the same way as a sea-going ship, the conditions are altered. The ship, if properly built, should make hardly any leeway: that is, should offer the greatest possible resistance to the lateral pressure of the air. This it does by means of its stem and its keel, which by projecting some distance below the surface of the water at right-angles to the deck, prevent it from slipping sideways over the surface, as would a flat-bottomed boat or punt. But no steerable balloon has yet been constructed after this model, for the reason that the air, unlike the water, is not all over alike, and its inequalities are not visible to the navigator. If we can conceive an ocean in which there are holes wherein no water is, as in the Maelstrom of Poe's romance, and a blind and deaf navigator, who is unaware of such a hole until his vessel is actually in it, we can form some idea of what would happen to a steerable balloon which

should fall into one of the "air-pockets" which aeroplanists not infrequently meet with. The complete capsize or turning upside-down of the air-ship with no possibility of righting herself would be the least part of the catastrophe in store for her.

It follows from this that neither a Zeppelin nor any other form of dirigible balloon that has yet been made can turn herself, without great difficulty, in the direction, or in anything approaching the direction, of any but a gentle breeze; and this is confirmed by the evidence of all who have seen one in flight. Hence such craft can neither proceed against nor maintain



EVIDENCE THAT THE GERMAN AIR-RAID ON NORFOLK WAS THE WORK OF DIRIGIBLES: AN UNEXPLODED BOMB AT YARMOUTH.

The size of the unexploded bombs found after the raid indicated that it was probably carried out by air-ships rather than aeroplanes. This view was later confirmed by the German official account.

Photo. by Topical.

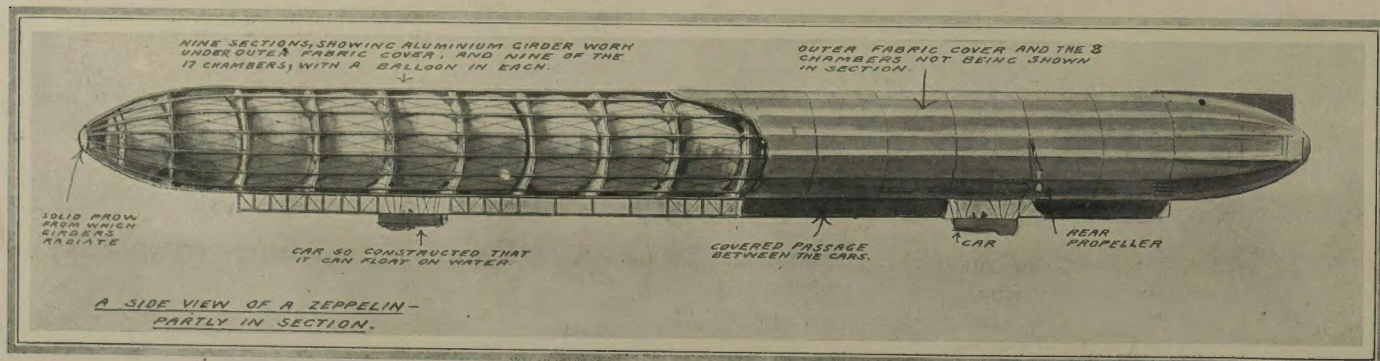
limited weight of explosives, and the experience of Paris proves that the smaller bombs they carry, even if dropped in thickly inhabited districts, may kill a few civilians, but can do no harm from the military point of view. The success of our own and our Allies' air-raids on Düsseldorf, Cuxhaven, and other places says nothing against this. In all these cases, the objective was lightly constructed and easily inflammable sheds, the position of which was



SHOWING THE HUGE HOLE IN THE GROUND MADE BY THE BOMB: WRECKAGE OF HOUSES IN KING'S LYNN WHERE A WOMAN AND A BOY WERE KILLED.

One of the German bombs dropped on King's Lynn destroyed two houses in Bentinck Street, causing the deaths of a young woman, the widow of a soldier killed in the war, and a boy of seventeen. The photograph shows the wreckage and the cavity made by the bomb.—[Photo. by C.N.]

themselves in a head-wind of any but negligible strength, and the larger the craft, the greater, in a double sense, will be the catastrophe if she tries to do so. What is the value of the Zeppelin for naval warfare remains to be seen; but it is in the highest degree improbable that it can be effectively used for raids on land at any distance from its base.—F. L.



A SIDE VIEW OF A ZEPPELIN—PARTLY IN SECTION.

THE TYPE OF GERMAN AIR-SHIP WHICH MAY HAVE CARRIED OUT THE AIR-RAID ON NORFOLK: A DIAGRAM SHOWING THE CONSTRUCTION OF A ZEPPELIN.

There are four kinds of German dirigibles in use, the Zeppelin, Parseval, Schütte-Lanz, and "M" type. Zeppelins are tubiform, rigid, and divided into sections, the whole being covered with a grey material. They have two cars under the keel. The two latest Zeppelins, "Z 7" and "Z 8," are over 500 feet long. They can carry about two tons of bombs. It has been estimated that Germany now possesses about twelve first-class air-ships.

THE TERRIBLE EARTHQUAKE IN ITALY: SCENES OF THE DEVASTATION.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, TOPICAL, AND RECORD



WHERE 140 STUDENTS WERE BURIED: ALL THAT IS LEFT OF A BOARDING-SCHOOL FOR GIRLS IN AVEZZANO.



WRECKED, ALTHOUGH ITS WALLS WERE SIXTEEN FEET THICK: THE REMAINS OF THE OLD TORLONIA CASTLE.



ST. JOHN LATERAN DAMAGED: THE POSITION OF A ST. PAUL WHICH FELL.



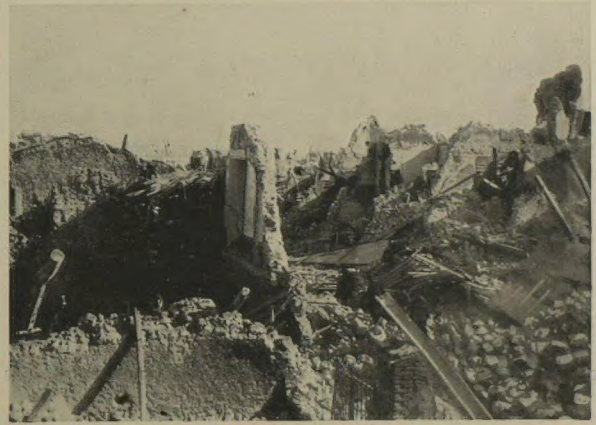
THE TERRIBLE EARTHQUAKE IN ITALY: THE KING OF ITALY AMONG THE RUINS OF AVEZZANO.



ST. JOHN LATERAN DAMAGED: REMAINS OF THE FALLEN STATUE.



WHILE THE SEARCH FOR THE MISSING WAS GOING ON: RUINS OF AVEZZANO.



ALL THAT IS LEFT OF IT: COUNT RESTA'S PALACE, AVEZZANO—A MASS OF RUBBISH.

The horror of earthquake found terrible realisation in the recent catastrophe in the Marsica Region of Italy. Human beings perished by tens of thousands, and the awful nature of the calamity was only mitigated by the fact that in most cases death must have been practically instantaneous. The King of Italy's sympathy was profound and practical, for his Majesty lost no time in hastening to the scenes of the disaster. Avezzano, Capel, and Paterno were razed to the ground and almost all the inhabitants killed. The King, when asked to remain in Rome, for political reasons, replied: "The

sorrows of my people are nearest to my heart," and the Pope telegraphed to the Bishop of the Marsica Region: "I am pierced with grief by the immense misfortune." No words could paint the abomination of desolation of which our illustrations give an only too-faithful and convincing idea. Our last photograph is of peculiar interest, as it shows the ruins of Count Resta's Palace in Avezzano, which he refused to leave until the authorities had given him men to dig out his wife and four young sons, all of whom, happily, were rescued.

THE NORTH SEA VICTORY: BRITISH AND ENEMY SHIPS ENGAGED.

PHOTOGRAPHS BY ROBERTSON, TOPICAL, CRIEB, ABRAHAMS, SPRAIGHT, HEATH, ETC.



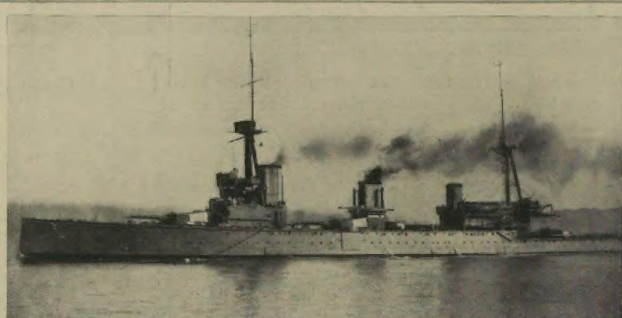
THE BRITISH BATTLE-CRUISER "TIGER."



THE BRITISH BATTLE-CRUISER "PRINCESS ROYAL."



THE BRITISH BATTLE-CRUISER "INDOMITABLE."



THE BRITISH BATTLE-CRUISER "NEW ZEALAND."



VICE-ADMIRAL SIR DAVID BEATTY: IN COMMAND.



THE GERMAN ARMoured-CRUISER "BLÜCHER," WHICH WAS SUNK.



COMMODORE TYRWHITT: IN COMMAND OF DESTROYERS.



THE GERMAN BATTLE-CRUISER "SEYDLITZ."



THE GERMAN BATTLE-CRUISER "MOLTKE."

In view of the statement by the British Admiralty, it is amusing to note the German version of the running-fight in the North Sea, which resulted in the sinking of the fleeing "Blücher" and serious damage to two other German battle-cruisers by British war-ships, which suffered practically no casualties, and none of which was lost. This is as follows: "During an advance in the North Sea by the armoured-cruisers 'Seydlitz,' 'Derfflinger,' 'Moltke,' and 'Blücher,' which were accompanied by four small cruisers

and two flotillas of torpedo-boats, the squadron became engaged with British forces composed of five battle-cruisers, several small cruisers, and twenty-six destroyers. The enemy broke off the engagement, after a fight of three hours' duration, seventy miles west-north-west of Heligoland, and retreated. According to information available, one British battle-cruiser, and, on our side, the armoured-cruiser 'Blücher' were sunk. All the other German vessels have returned to port.—Von Behnke." Comment is needless!

"THE WILD BEASTS IN THE FOREST": GERMANS "TAKEN" BY FRENCH.



PHOTOGRAPHED FROM A FRENCH TRENCH 16 YARDS AWAY: ENTRENCHED GERMANS SNAP-SHOTTED BY ONE OF THEIR ENEMIES

This remarkable photograph of Germans in their trenches was taken from the French trenches at a range of only fifteen metres (about 16 yards). A German officer is seen on the left; the others are men. The Germans were asked if they would like to have their photograph taken. They replied "yes"; and the French photographer promptly

stood up in the French trench and took the snapshot. The enemy are believed to have been Saxons, and seemed friendly. Reproducing this photograph, a French paper calls it: "The Wild Beasts in the Forest: German Soldiers Photographed, at Liberty, from a French Trench Fifteen Metres Distant."—[Photograph by L.]

TAKING A GERMAN TRENCH: WHAT A "SMALL" GAIN MEANS.



BEFORE THE ATTACK: THE GERMAN TRENCHES, WITH BARBED-WIRE OUT-
WORK, PHOTOGRAPHED FROM THE FRENCH TRENCHES 160 YARDS IN FRONT.



PREPARING THE GROUND FOR THE ASSAULT: THE FRENCH ARTILLERY SHELLING
THE WIRE-ENTANGLEMENTS SO AS TO CLEAR A PASSAGE FOR THE STORMERS.



AFTER BEING MINED AND BLOWN UP BY A SHAFT TUNNELLED UNDERGROUND FROM THE FRENCH TRENCH: THE EARTHQUAKE-LIKE APPEARANCE OF THE GERMAN
TRENCH AT THE SCENE OF THE EXPLOSION, WITH THE VICTORIOUS FRENCH ZOUAVES IN OCCUPATION.



AFTER THE SUCCESSFUL ASSAULT—ON THE STRETCH OF OPEN GROUND GAINED BY THE CAPTURE OF THE GERMAN TRENCH: ONE OF THE VICTORIOUS
ZOUAVES KILLED IN CHARGING ACROSS, OUTSIDE AN ENTANGLEMENT SECTION STILL INTACT

Many a civilian is apt, at times, to feel disappointment upon noting that the taking of one of the enemy's trenches, a move forward of hardly a hundred yards, is the sole result of a battle. Not everybody realizes what is involved for the soldiers on the spot, apart from the actual fighting, to make even this advance. The illustrations on this page, and on that opposite—photographs taken by

one of the French combatants actually in the front line—may help to make things clearer. They show some of the necessary preliminary operations for breaking through the enemy's wire entanglements, the capture of the trench, and the subsequent advance. The left-hand top photograph on the first page is a view of a German trench behind its network of barbed wire entanglements viewed from the French trench

(Continued opposite.)

THE TAKING OF THE GERMAN TRENCH: AFTER THE FRENCH GAIN



ON THE SCENE OF THEIR SUCCESSFUL ASSAULT ON A GERMAN TRENCH—TWO OF THE VICTORS AND ONE OF THEIR VICTIMS: ZOUAVE OFFICERS IN GOING ROUND COME UPON THE BODY OF A GERMAN SOLDIER LYING ON THE TRENCH SLOPE.



LEAVING THEIR COMRADES IN SECURE POSSESSION OF THE CAPTURED GERMAN TRENCH: WOUNDED ZOUAVES AFTER THE ASSAULT MAKING THEIR WAY FOR TREATMENT TO THE AMBULANCE STATION IN REAR OF THE FRENCH LINES.

Continued.

opposite, a hundred and sixty yards off. The right-hand photograph shows the artillery shattering a passage through the entanglements with common shell before the assault is possible. A French 155 mm. shell is seen bursting within the obstacle and tearing the intricate wire web to pieces, uprooting its stakes and flinging aside the tangled wire-work bodily through the force of the explosion. The centre photograph shows the interior of

a German trench after being blown up by a mine, tunnelled laboriously under it from the French position. A long narrow horizontal shaft has to be dug out underground to the estimated distance—in itself a work of time—at the end of which explosives are placed and finally fired by an electric wire. The lower photograph on the first page and both those on the second tell their own story, showing scenes after the capture.

THE GREAT RUNNING-FIGHT VICTORY IN THE NORTH SEA: THE LEADER OF THE BRITISH LINE.

PHOTOGRAPH BY CRIEB.



THE FIRST BATTLE BETWEEN DREADNOUGHTS: THE BRITISH BATTLE-CRUISER "LION," WHICH FLEW THE FLAG OF VICE-ADMIRAL SIR DAVID BEATTY DURING THE SUCCESSFUL ACTION AGAINST GERMAN SHIPS "APPARENTLY MAKING FOR THE ENGLISH COAST."

On the evening of Sunday, January 24, the Admiralty issued the following *communiqué*: "Early this morning a British patrolling squadron of battle-cruisers and light-cruisers under Vice-Admiral Sir David Beatty, with a destroyer-flotilla under Commodore Tyrwhitt, sighted four German battle-cruisers, several light-cruisers, and a number of destroyers steering westward, and apparently making for the English coast. The enemy made for home at high speed. They were at once pursued, and at about 9.30 a.m. action was joined between the battle-cruisers 'Lion,' 'Tiger,' 'Princess Royal,' 'New Zealand,' and 'Indomitable,' on the one hand, and 'Derfflinger,' 'Seydlitz,' 'Moltke,' and 'Blücher,' on the other. A well-contested running-fight ensued. Shortly after one o'clock, 'Blücher,' which had previously fallen out of the line, capsized and sank. Admiral Beatty reports that two other German battle-cruisers were seriously damaged. They were, however, able to continue their flight, and reached an area where dangers from German submarines and mines prevented further pursuit. No British ships have been lost, and our casualties in *personnel*, as at present reported, are

slight, 'Lion,' which led the line, having only eleven wounded and no killed. One hundred and twenty-three survivors have been rescued from 'Blücher's' crew of 885 and it is possible that others have been saved by some of our destroyers. No reports of any destroyer or light-cruiser fighting have yet been received at the Admiralty, though some has apparently taken place." In our photograph the "Lion" is leading; behind are the "Queen Mary," which was not in the action and the "Princess Royal" and the "New Zealand." The squadrons engaged were: British—"Lion": 23,650 tons, launched 1910, 28 knots, eight 13.5-inch guns; "Tiger," 28,000, 1913, 28 knots, eight improved 13.5-inch guns; "Princess Royal," 23,650, 1911, 28 knots, eight 13.5-inch; "New Zealand," 18,800, 1911, 25 knots, eight 12-inch; "Indomitable," 17,250, 1907, 25 knots, eight 12-inch. German—"Derfflinger," 28,000, 1913, 28 knots, eight 12-inch and twelve 5.9-inch guns; "Seydlitz," 24,610, 1912, 28 knots, eight 12-inch and twelve 5.9-inch; "Moltke," 22,640, 1910, 28 knots, ten 11-inch and twelve 5.9-inch; "Blücher," 15,550, 1908, 25 knots, twelve 8.2-inch and eight 5.9-inch guns.

AFTER THE FLOODING OF THE AISNE CAUSED WITHDRAWAL:

DRAWN BY FREDERIC VILLIERS,



THE TIDE OF WAR AGAIN REACHES THE TOWN WHERE THE BRITISH SAW HEAVY FIGHTING BEFORE

With this drawing, which he entitles, "The French Heroic Stand at Soissons: Keeping the Huns Out of the Town," Mr. Frederic Villiers sends the following note: "After the French had been compelled to re-cross the Aisne by the overwhelming forces of Von Kluck, they fell back on Soissons and heroically kept the Germans at bay. The sketch shows the French defence of the outskirts of the town, a barricade at the end of a street, under cover of which troops could proceed to their outlying trenches with less exposure to the merciless fire of the Huns a few hundred yards away up the road." In a detailed account of the fighting north of Soissons which resulted in the French, after a successful advance, being compelled to withdraw to the south of the river, the French Eye-Witness has explained that the retreat was largely due to the breaking-down of the Aisne bridges by the floods, and their consequent inability to bring up sufficient reinforcements in time. "In spite of this, however," he writes, "the retirement was carried out in good order during the night of the 14th.

FRENCH INFANTRY MOVING OUT TO THEIR TRENCHES.

OUR SPECIAL WAR ARTIST.



THEY LEFT THE AISNE: FRENCH INFANTRY HOLDING SOISSONS AGAINST A GERMAN ATTACK.

The shaken enemy did not attempt to interfere with us, and we took up positions in the sweep of the Aisne covering Soissons. We took our troops back to the point where, in any circumstances, the destruction of the bridges by the floods would have obliged us to establish ourselves." It will be remembered that, before the British Army moved northwards into Flanders, they were engaged in heavy fighting at Soissons and in the surrounding district. Refugees from the neighbourhood, who went to Paris, stated that the recent German bombardment of the town was very heavy. Many shells struck the Cathedral, and hospitals and ambulances did not escape. In the foreground of the drawing a wounded French soldier is seen receiving attention. The loopholes in the buildings may be noted, while in the background are the German trenches. In a window of the house in the foreground is a French officer surveying the position through his glasses.—[Drawing Copyrighted in the United States and Canada.]

"HILL 132": A MUCH-CONTESTED POINT IN THE SOISSONS BATTLE.

PHOTOGRAPHS BY LIEUT.



WHERE THE FRENCH HOPED TO BRING UP BIG GUNS TO DOMINATE THOSE OF THE GERMANS THAT SHELL SOISSONS:
THE NOW HISTORIC "132-METRE HILL."



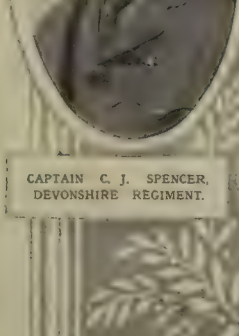
THE FRENCH GENERAL STAFF AT A CRITICAL MOMENT IN THE BATTLE OF SOISSONS: SURVEYING THE POSITION AT HILL 132
BEFORE THE AISNE FLOODS CAUSED RETREAT.

The eminence known as "the 132-Metre Hill," or more briefly, as "Hill 132," which figured so prominently in the recent fighting north of Soissons, on the Aisne, forms the eastern portion of a plateau on which the French carried an important German position on January 8. The hill is flanked by the villages of Crouy and Cuffies, half-way up the slope, and between them, winding up the heights from the river, runs the main road to Chauny. Between this plateau and that of V...

the quarries in which the Germans have stationed their howitzers which send shells into Soissons. The French hoped to bring up some big guns on to Hill 132, which would have enabled them to clear the German batteries out of their position. Until the unlucky rising of the Aisne and break-down of the bridges compelled them to retreat, the French had made good progress towards their objective, gradually pushing their way up the plateau. Illustrations of the region appear elsewhere in this Number.

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY DOWNRY, LAFAYETTE, LAMBERT WESTON, ROWE, HARRANG, HILLS AND SAUNDERS, JOHNSTON AND HOFFMANN, AND ELLIOT AND FRY

2ND LIEUT. M. E. LAWRENCE,
KING'S ROYAL RIFLES.LIEUT. LORD WORSLEY,
ROYAL HORSE GUARDS.CAPTAIN A. M. RUNDALL,
4TH GURKHAS.LT. G. H. V. HATHORN, R.N.,
H.M.S. "FORMIDABLE."2ND LIEUT. J. H. G. NEVILL,
GRENADEIER GUARDS.LIEUT. GEO. PILKINGTON,
ROYAL NAVY.CAPT. M. L. FORMBY,
WILTSHIRE REGIMENT.LIEUT. R. E. ORLEBAR,
MIDDLESEX REGIMENT.LIEUT. E. HADDEN OWEN,
LINCOLNSHIRE REGIMENT.CAPTAIN C. J. SPENCER,
DEVONSHIRE REGIMENT.CAPT. THE HON. F. R. D.
PRITTIE, RIFLE BRIGADE.LIEUT. E. J. CORMAC WALSH,
2ND LEINSTERS.2ND LIEUT. D. DEANE
ROY. WARWICKSHIRE REGIMENT.2ND LT. W. E. V. DOUGLAS-
JONES, ROY. FIELD ARTILLY.CAPTAIN E. F. CHINNERY,
COLDSTREAMS AND R.F.C.2ND LIEUT. L. D. WAUD,
2ND E. LANCASHIRE REGT.LIEUT. E. A. M. LARKINS,
2ND E. LANCASHIRE REGIMENT.

Our portraits include that of Lieut. Lord Worsley, Royal Horse Guards, son of the Earl and Countess of Yarborough. He was born in 1887, and married, in 1911, the Hon. Alexandra Mary Freesia Vivian, eldest daughter of the third Baron Vivian. Lieut. G. H. V. Hathorn, R.N., Royal Marines, lost his life in H.M.S. "Formidable." He joined the Royal Marines in 1907. Lieut. George Pilkington, R.N., who was recently killed in action, was younger son of the late Captain Edward Pilkington, R.N., and Mrs. Pilkington, of Restmere, Boldre, Lymington. Captain Charles J. Spencer was killed while leading an attack on the German trenches. Captain the Hon. Francis Reginald Denis Prittie, an old

Harrovian and Trinity College, Cambridge, man, killed in action on December 19, was the second son of Lord and Lady Dunalley, and was born in 1880. Captain Richard Tryon was killed on January 10, near La Bassée. Lieut. E. J. Cormac Walshe died of wounds received at Premesques, east of Armentières. He was the youngest son of Mr. E. Cormac Walshe, D.L., of Castle Hill, Crossmolina, Co. Mayo. 2nd Lieut. Denis Deane was killed in action on October 23, near Zonnebeke. 2nd Lieut. W. E. V. Douglas-Jones, killed at Nieuw Capelle, was the only son of Captain and Mrs. Douglas-Jones, of The Croft, Wickham, Hants. 2nd Lieut. L. D. Waud was mentioned in despatches for gallant services at Le Gheer.

WITH THE FLOODED AISNE BEHIND AND THE WAVES OF

DRAWN BY FREDERIC VILLERS.

GERMAN ONSET BEFORE: THE FRENCH HOLDING HILL 132.

OUR SPECIAL WAR ARTIST.



VON KLUCK'S STRENUOUS EFFORTS TO GAIN THE SLOPES OF THE 132-METRE HILL, NEAR AS THEY ADVANCE

A week of constant attack and counter-attacks made the recent fighting on and round Hill 132, north of Soissons, one of the most sanguinary struggles of the war in the West. "The operations began on January 2," writes the French "L'Espresso," "by an attack by our troops against plateau 132. This was delivered against the salient of the German line and was highly successful." Again, after "with subsequent fighting," "on the 11th we seized trenches at the Chemin de Crouy, to the east of Hill 132. We took guns and prisoners. The ground before our line was littered with the enemy's dead. In the evening, however, a German counter-attack gained a footing in the middle part of this trench. On the 12th the enemy made a violent attack upon the plateau of Hill 132—that is to say, upon ground gained by us between the 8th and the 10th. Besides, in the night of the 11th and 12th, the rise of the



SOISSONS: MASSES OF GERMAN INFANTRY SUFFER HEAVILY FROM THE FRENCH GUNS IN CLOSE FORMATION.

At the time, which had increased, carried away all the bridges of Villeneuve and Soissons with the exception of one. This destruction, coinciding with the German attack, complicated our situation. At ten o'clock the Germans gained a footing on the crest of the plateau descending towards Crouy, directing on our positions a very heavy fire. Our troops maintained themselves on the hillside of the hill, but they were very tired, and the breaking of the bridges made the bringing-up of reinforcements a difficult matter. . . . On the 12th, we made a counter-attack upon the plateau of Hill 132. We took a trench and about a hundred prisoners. . . . To the east towards Moncel and Sainte Marguerite, the enemy took the offensive with great violence, and the arrival of reinforcements was more and more delayed." On an adjoining page we give a photograph of the now-famous Hill 132.—(Drawing Copyrighted by the United States and Canada.)

THE CAMERA AS CORRESPONDENT: WAR NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY CENTRAL PRESS, PRESS PHOTOS, HAIN, ALPHER, ILLUSTRATIONS BUREAU.



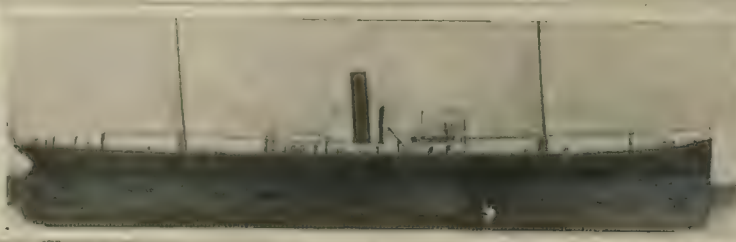
THE GERMAN THREAT TO TORPEDO BRITISH MERCHANTMEN: THE LEITH STEAMER, "DURWARD," SUNK BY A SUBMARINE IN THE NORTH SEA.



"WAR LORDS" OF THE ALLIANCE: M. MILLERAND, THE FRENCH WAR MINISTER, VISITING THE "NEW ARMY" TROOPS WITH LORD KITCHENER.



VICTIMISED BY "FRIGHTFULNESS": CAPT. WOOD, OF THE "DURWARD."



SENT TO SEA TO CHALLENGE BRITISH CLAIMS AND TEST THE QUESTION OF NEUTRALS PURCHASING SHIPS OF BELLIGERENTS: THE FORMER HAMBURG-AMERIKA LINER "DACIA."



THE OWNER OF THE "DACIA": MR. E. N. BREITUNG.



WATER AS AN IMPASSABLE ARTIFICIAL OBSTACLE IN LAND WARFARE: THE INUNDATIONS IN THE YSER VALLEY, SHOWING SUBMERGED GUN EMPLACEMENTS



"PONDS" MADE BY GERMAN ARTILLERY IN WEST FLANDERS: HUGE GERMAN SHELL HOLES TURNED INTO DEEP POOLS BY THE RAIN.



THE ALLIES MAKE NO DISTINCTION BETWEEN WOUNDED FRIENDS AND FOES: GERMAN AND FRENCH SHARE AN AMBULANCE-CART TO HOSPITAL.



CHIVALRY AND HUMANITY ON THE BATTLEFIELD: A FRENCH SOLDIER PLAYS THE GOOD SAMARITAN TO A WOUNDED GERMAN SOLDIER.

In accordance, apparently, with the recent threat of Grand-Admiral von Tirpitz to cut off Britain's food-supplies by torpedoing Allied merchantmen, the German submarine "U 19" sank the steamer "Durward" on the 22nd. Captain Wood and the crew were towed in their boats by the submarine and set free near the Maas Lightship.—M. Millerand, the French Minister of War, recently spent two days in England, during which he conferred with Lord Kitchener, and visited Aldershot.—The Hamburg-Amerika liner "Dacia" was recently sold to an American, Mr. E. N. Breitung. It was arranged that she should sail from an American port to Rotterdam with a cargo of cotton, to be

forwarded thence to Bremen. The voyage was planned to test the rights of neutrals purchasing vessels of belligerents. The British Government gave notice that the "Dacia," if captured, would be brought before a Prize Court.—The last photograph reproduces an incident which took place near St. Hubert, in the Argonne. According to the French artilleryman who took it, this happened: "The wounded German, on seeing a French soldier pass near him, called out 'Kamerade,' and made signs that he had been wounded in the legs. The sous-officier of the party dismounted and gave the German something to drink. He then removed his weapons and sent one of us to get medical help."

SAVING TRENCH-TIME: CARTRIDGES FLUNG FROM MAN TO MAN.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY OUR SPECIAL WAR ARTIST, FREDERIC VILLIERS.



SLINGING CARTRIDGES IN THE BRITISH TRENCHES: AMMUNITION IN BELTS THROWN FROM HAND TO HAND.

Describing the sketch from which this drawing was made, Mr. Villiers writes: "To avoid unnecessary casualties in the dangerous work of getting ammunition to the deadly advanced trenches, the extra rounds needed by the men are now placed in belts of canvas, which are passed into the trenches and thrown to one another by the men when anyone is getting short of cartridges."—[Copyrighted in the United States and Canada.]

THE PLAYHOUSES.

"LE CLOÎTRE." AT THE KINGSWAY.

IT is good to have the chance of seeing Emile Verhaeren's impressive tragedy of monastic life, "Le Cloître," acted in London, and Mr. and Mrs. Granville Barker are to be warmly thanked for arranging the series of Kingsway matinees at which this masterpiece of a Belgian poet is being rendered by Carlo Liten and a full company of Belgian players. Such clear and eloquent diction as every member of the troupe has at command is a treat to listen to in a theatre, and only one possible exception could be taken to the casting. The feminine voice sounds hopelessly out of place in a cloistral setting, and not all Mlle. Marie de Nys's gracious air of innocence can make us accept her Dom Marc as anything but a woman in masquerade. Now it happens that this idealistic boy-monk has a considerable part to play in the story, and so there is an impairing of illusion. What that story is about, playgoers interested in Verhaeren will no doubt know. It is enough to say here that the remorse of the monk Balthazar for his crime of parricide, the jealousy many of his colleagues feel towards him as their Prior's favourite and destined successor, and the tragic consequences of his itch for public confession make a singularly thoughtful and impassioned piece of drama. It calls for sustained declamation, for poetic feeling, for emotional intensity in the actors; and it gets these qualities from all of them. M. Liten is in his right place at the head of the company as Balthazar; but fairness requires that mention should also be made of the performances of M. Grommelynck as the Prior, and M. G. de Varioaz as Balthazar's ambitious and spiteful rival, Thomas, which merit only just less praise.

"THE GIRL IN THE TAXI." AT THE GARRICK.

Mr. Bourchier's two-performances-a-night scheme having failed to secure support at the Garrick, a new policy has been adopted there with the revival of one of the merriest and brightest musical comedies which ever won popularity in London. "The Girl in the Taxi" needs no fresh recommendation to playgoers. All they will ask is whether the cast and the staging are efficient. They may be reassured on both points. Merely to say that Miss Yvonne Arnaud is back in her old part of the naughty Suzanne is to imply that half the battle is won in advance; the young actress sings as prettily and acts as piquantly as in Lyric days. And if we miss Mr. Arthur Playfair's dash and brio in "The Old Dog and the Young Dog" number, he has got an able substitute in Mr. Harry Parker as the hypocritical old Baron; while we have the drollest of waiters in the person of Mr. J. T. Macmillan. As for the dresses and mounting generally, they are good enough for a long run, and it looks as if the revival were in for such a run.

"THE TORCHES OF FATE." AT THE VAUDEVILLE.

Produced for a good cause—that of the distressed Belgians in Belgium, who benefited to the extent of £145—Lady Lever's new play, "The Torches of Fate," proved at last week's Vaudeville matinee to be a well-intentioned but stagey piece of work. It is concerned with the vengeance which a governess tries to take on her dead sister's seducer; her pistol, however, instead of doing execution on the libertine, blinds the husband of another of his victims, and the sinners get away while apparently she devotes her life to comforting the deserted and afflicted man she has unintentionally injured. The playwright reveals an instinct for effective situations and dramatic movement, but would do all the better with the help of a trained collaborator. Miss Sybil Thorncliffe, Mr. Stanley Logan, and Miss Malvina Longfellow assisted in the interpretation.

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"OUR NOTE-BOOK."

We very much regret to announce that, owing to the illness of Mr. G. K. Chesterton, it is not possible for us to publish "Our Note Book" this week. We hope to resume it shortly.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Miford Lane, Strand, W.C.

C B SELWYN (Venice, California, U.S.A.).—If in Problem No. 3679 Black meets White's key move with 1. Kt to K 3rd (Q 3rd, which you give, is impossible), White continues with 2. Kt to Q 6th—apparently the only move of this Knight you haven't considered. In reply to your own proposed 1. Kt to B 7th, B to K sq, 2. Kt to Q 2nd, B to Kt 4th, and there is no mate.

A H ARTHUR (Bath).—The idea of your problem is fairly good, but you overlook the fact that if Black play 1. B to K sq, there is no mate in two more moves.

H J M (Cricklewood).—Thanks for your long letter, and the information it conveys. The final paragraph is of much personal interest to us.

CORRECT SOLUTION OF PROBLEM No. 3678 received from C A M (Penang); of No. 3683 from G R D Farmer (Ontario, Canada), and D Ancona (Alexandria); of No. 3684 from Y A L E (New Haven, Conn., U.S.A.), J B Camara (Madeira), D Ancona, and José Cifuentes (Iruña, Spain), and C Barreto (Madrid); of No. 3685 from José Cifuentes, R Dörner, J Verrall (Rodmell), J Isaacson, and J Murray (Quebec); of No. 3686 from A L Payne (Lazony), G Pratt (Streatham), G W Champion (Paris), T Murtha (Tunbridge Wells), G Cooper (Broadmoor), C Genoud (Weston-super-Mare), and J Verrall.

CORRECT SOLUTIONS OF PROBLEM No. 3687 received from H Grasset Baldwin (Gulldford), J Fowler, G Stillingfleet Johnson (Seaford), A H Arthur (Bath), Rev. J Christie (Redditch), H S Brandreth (Falmouth), F J Overton (Sutton Coldfield), W H Silk (Birmingham), T W W, R C Durell (South Woodford), J Bailey (Boscombe), Beyerbach, T T G (Cambridge), T J Beard (Bristol), W Weaver Jones (Kibworth), C A Rowley (Yatton), Arthur Perry (Dublin), J G Locke (Hawick), T S Rogers (Lincoln's Inn), G Wilkinson (Bristol), H B Morris (Leicester), A L Payne, W Lillie (Marple), C Genoud, J C Stackhouse (Torquay), A W Hamilton Gell (Exeter), R Worters (Canterbury), F L Clarke (Brighton), J Smart, H R Wiltson, and F R James.

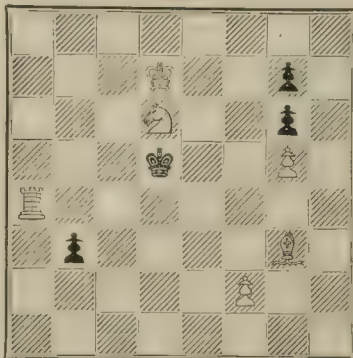
SOLUTION OF PROBLEM No. 3686.—By A. H. ARTHUR.

WHITE	BLACK
1. Q to B 4th	K to B 3rd
2. Q to Q 4th (ch)	K to Kt 4th
3. P to R 4th (mate).	

If Black play 1. K takes P, 2. Q to Q 4th (ch); if 1. Kt to Kt 4th, 2. Q to B 4th (ch); and if 1. any other: then 2. Q to K 6th (ch), and 3. Kt mates.

PROBLEM No. 3689.—By W. FINLAYSON.

BLACK.



WHITE.

White to play, and mate in three moves.

CHESS IN LONDON.

Game played at the City of London Chess Club, between Mr. CURNOCK and Dr. LETCHWORTH (Sicilian Defence.)

WHITE (Dr. L.)	BLACK (Mr. C.)
----------------	----------------

1. P to K 4th	P to Q 4th
2. Kt to K B 3rd	Kt to B 3rd
3. P to Q 4th	P takes P
4. Kt takes P	P to Kt 3rd
5. B to Q 4th	P to Kt 2nd
6. P to B 3rd	Kt to B 3rd
7. P to K B 3rd	

White has not handled the opening in quite the correct style, and this advance of the K B P is not to be commended.

WHITE (Dr. L.)	BLACK (Mr. C.)
8. Castles	Castles
9. B to K Kt 5th	Q to Kt 3rd
10. Q to Kt 3rd	

An evident miscalculation which not only loses a Pawn, but entirely breaks up White's game. His position, however, is not a happy one, and there is nothing better than Q to 2nd.

11. Q takes Q	Kt takes Kt
12. R takes Kt	Kt takes P (ch)
13. Kt to Q 2nd	P takes Q
14. B to R 4th	R to R 4th
15. B to Kt 3rd	B to Kt 5th
16. R to B 4th	

NOTE TO CONTRIBUTORS.

It is particularly requested that all SKETCHES and PHOTOGRAPHS sent to THE ILLUSTRATED LONDON NEWS, especially those from abroad, be marked on the back with the name and address of the sender, as well as with the title of the subject. All Sketches and Photographs used will be paid for. The Editor cannot assume responsibility for MSS., for Photographs, or for Sketches submitted.

LITERATURE.

Two Thousand Years of the Navy

Mr. Ernest Protheroe in his new book, "The British Navy—Its Making and Its Meaning" (Routledge), has produced an excellent and instructive

volume, skilfully designed, and put together with painstaking thoroughness and commendable accuracy. Intended, as the author himself states in his preface, for "the youth of the British Empire," it is a good deal more than a boy's book. Indeed, many people who consider themselves well informed in matters of naval history will find the book highly useful as a work of general reference. Mr. Protheroe would seem to have availed himself of the best authorities on his subject, and he spares no effort in his endeavour to be clear and succinct in his statements. If anything, he sets his limits rather too widely: the scope of the work is, perhaps, really too comprehensive. The author takes in, as a fact, the entire story of the Navy from the dim and uncertain days of the Channel coast patrol maintained during the Roman occupation of Britain, down to the destruction of the *Eden* off Cocos Island in the Indian Ocean less than three months ago. The story of the present war, indeed, as far as it has taken shape at sea, is included as the final chapter of the book. The account of events is well related, although, of course, the writer is severely handicapped by the difficulty common to all who try to deal with matters about which strictly limited information only is available. He succeeds, at any rate, in giving a plainly outlined narrative of authorised fact, sufficiently detailed for present readers. Several of the chapters, distributed at intervals throughout the book, are specially devoted to descriptions of naval life and progress at various periods. Here again Mr. Protheroe has done his work capably, aiming successfully at presenting an instructive—and entertaining—picture to his readers. The mass of information that he contrives to convey in these sections of the book is really remarkable, and his facts are to be relied on. Something is told of practically all our principal war-ship types and their employment in action, from the earliest times for which records exist down to our present-day super-Dreadnoughts and submarines. The always interesting fighting craft of the Nelson period receive their fair share of description. Hardly a more readable account is in print—at any rate, in any popular volume recently in the market—of the interior economy and battle equipment of our men-of-war during the important interval of naval development between the time of Blake and the time of Nelson. The illustrations form a noteworthy feature of the book. The frontispiece is a photograph in colour of Sir John Jellicoe's flag-ship in the North Sea, the *Iron Duke*. There are, in addition, seven coloured plates, among them one of the super-Dreadnought *Monarch* firing her ten 13.5-in. guns in a broadside, and one of H.M.S. *Birmingham* destroying the German submarine U 15 last August—portrayed in accordance with the newspaper version of the method in which that dramatic exploit was accomplished. In addition to coloured plates, there are as many as 287 text illustrations, portraits of famous Admirals and distinguished captains, ship pictures, and battle scenes.

The Gascon is always a fascinating figure, particularly if he be a soldier of fortune. He is comprehended for fiction in D'Artagnan, where his romantic possibilities gave his creator full scope. But in real life also he affords notable examples of the successful adventurer. And among the so-called "Scots of France," the fiery Bernadotte contrived to live up, in great measure, to the false reputation of his compatriots. Many incidents of his career have the completeness of the well-designed romance. Take, for instance, his apparent death, the order for the removal of his body to the Morgue, the intervention of a young physician, and his resuscitation. And later, the guillotine all but had him. His strict discipline as Colonel in the Revolutionary Army led to complaints. It was called "despotic interference with the liberty" of citizen-soldiers. His arrest was ordered, but postponed, owing to an impending engagement, during which a police agent watched the suspect all day. In that affair, Bernadotte averted a rout and rallied his troops by tearing off his epaulettes, and appealing successfully to the soldiers' sense of shame. When evening came the police agent could only report the most gallant and skilful conduct on the part of the alleged interferer with the liberty of his Republican subordinates. The order for arrest was cancelled. It might be a D'Artagnan episode, well-invented by the great Alexandre himself. The Gascon of fiction is ever justified of his dash and effrontery. But Bernadotte's Gascon extravagances were balanced by certain powers of restraint, which served him well at many crises. The earlier years of his remarkable career, 1763-1799, have been ably recounted and examined by Mr. D. Plunket Barton in "Bernadotte, the First Phase" (John Murray), a work of real historical value, careful, graphic, and well-nourished with authorities. While he is painstaking with his details, the author has never forgotten the Gascon psychology of his hero, and it is to be hoped that he will go on to examine the problems of Bernadotte's kingship in Sweden, here merely stated in a final word. This is no popular memoir, no ill-digested compilation of second-hand material, but an independent study of an epoch and a personality. It is a book at once serious and fascinating. Its charm is due to the author's recognition of the romantic element in Bernadotte's birth and career.

To their excellent "Service" edition of the works of Rudyard Kipling Messrs. Macmillan have now added "Life's Handicap" and "The Light that Failed." Both are in two volumes, the price of each volume being half-a-crown net. As mentioned in previous notices of this edition, the books are of a handy pocket size, tastefully bound, and very clearly printed on good paper. They could not be bettered for the purpose indicated by their title—that is, to provide men of the services with a travelling edition of an author whose work is so intimately associated with their interests and experiences. The general reader, too, could not wish for a neater form in which to possess the works of Kipling.



A Talk to semi-Invalids,

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NEW NOVELS.

"First Cousin to a Dream." The golden youth that writes gloomy poetry, and is to be found meditating, for choice, among the tombs, is not deranged, although it may present an unpleasant spectacle. It belongs to the perfectly normal school of the Fat Boy, who wanted to make your flesh creep. At the other end of the scale is the irresponsible adolescence whose guileless nonsense ripples round its own ineffectual views of mankind. It has been known to drive elderly people to frenzy, and since its spirit informs Mr. Cyril Harcourt's "First Cousin to a Dream" (The Bodley Head), we can only advise all persons who are over forty-five—or who feel like it, which comes to the same thing—to give this light-hearted romance a very wide berth. For example: "The small boy proceeded to fall violently in love with Ursula. . . . He had fished out a cigarette, and was proceeding to smoke it peacefully. 'If you were my little boy—' began Ursula. 'Or mine,' I interrupted, 'I should cause it to hurt you extremely when you sought to sit.' 'You never smoked yourself, I suppose,' twinkled Thomas, 'when you were in the Lower Fourth?' 'Pass me the matches,' said I, taking cover. 'One up,' he remarked, and was hit on the

head by Ray Bell for his confounded impudence." This is not an extreme instance; it is a fair specimen of the conversational level attained by the hero and heroine of the book. They are, plainly, interesting to themselves and each other—in other words, they are young; and will, perhaps, make their appeal to youth. But it is a little difficult to understand why Mr. Cyril Harcourt has written a full-dress novel about them. Their artless tale, belated baby and all, is overweighted by the dignity.

"The Veiled Life"

The life of the domestic servant has yet to be fully explored by the novelist, although Mrs. Sidgwick and Mr. George Moore, with varying methods, have penetrated well into that baffling below-stairs country, so near and so remote to upstairs understandings. Mrs. Goldie advances with all the airs and equipment of the intelligent traveller, and our disappointment is great when she withdraws, after a few chapters, to the beaten track. Her little maid setting out, with a best frock and a new wooden box, and a decent home behind her, is admirably observed. We had a queer feeling when she was struggling through the stages of her experience in the big country house that we were looking at the reverse side of one of Mrs. Humphry Ward's novels. Here, at the lack of those momentous political week-end parties, is another group of characters, to whom all the grand people are no more than a puppet-show. While they are discussing the common good, in the terms of high politics, on the terrace, the common people under their very roof are suffering the cook's tyranny or being dominated by the house-keeper's benevolence. There is more than a little of the magic of humble truth in "The Veiled Life" (Heinemann).

"The Choice of Life"

(Methuen) is, we are told, Mme. Maeterlinck's first long novel, and its English version has the advantage of being well rendered by M. Alexander Teixeira de Mattos. It is a study in feminine psychology, and if its finding is inconclusive, we can hardly blame Mme. Maeterlinck,

unless we allow ourselves to point out that rare indeed is the woman who understands woman. The mouth-piece of the book is a lady who discovers for herself



PUMPING WATER FROM THE TRENCHES: "A PROBLEM ENGAGING THE ATTENTION OF BOTH SIDES."

"In some places," writes "Eye-Witness," "the Germans have recently been discovered attempting to pump water from their trenches into ours, but this, owing to the flat nature of the ground, has been singularly unsuccessful. The problem of how best to get rid of the water is one which is engaging the attention of both sides. Muddy water has been found difficult to pump, but this difficulty is being overcome. Continual baling and pumping are required."—[Photo. by Photopress.]

the charm and beauties of a French peasant girl, and who follows her transplantation to Paris with a passionate attention, only to learn that such a simple cottage flower blooms best in its own country. The lady in the case, who expresses herself in terms of much poetical feeling, is a seeker after the kindred soul, a worshipper of the beautiful, an idealist. Does it sound cynical to say that she contrives unwittingly to leave the impression of an invincible egoism? Her quest, we suspect, comes back always to herself. When she is busiest over the heart of her friend, we seem to see her surreptitiously feeling her own pulse. And that is, perhaps, triumphant proof that Mme. Maeterlinck is among the few women who do truly understand women.



No. 13 LUCKY OR UNLUCKY? THE OVERTURNED ENGINE OF THE EAST GRINSTEAD EXPRESS AFTER THE COLLISION AT STREATHAM.

Three trains collided on the Brighton line between Streatham Common and Norbury on January 23. A goods train being shunted into a siding found the points closed and remained on the up main line. An up train from Brighton to London ran into it and derailed two trucks, with which shortly afterwards an East Grinstead down train collided. The latter's engine was overturned, but the driver and fireman, jumping clear, had a lucky escape. The driver of the goods train, named Baigent, was killed while bravely trying to stop the down train by placing a detonator on the line.—[Photo. by L.N.A.]



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THE CHRONICLE OF THE CAR.

Electric Vehicles. As if the competition of the low-price petrol motor-carriage from the U.S.A. were not enough to try the patience and temper of our British motor manufacturers, their energetic rivals from the States are advocating the claims of the electric vehicle both for pleasure and business purposes. On the authority of the *Electric Vehicle*—a new quarterly journal issued by the Electric Vehicle Committee to voice their interests, we have the remarkable statement that Harrods have twenty-eight electric carts in use, and others are employed by Lyons, Liberty, and Pullar's dye-works as delivery vans. It is true that the advocates of this form of transport admit that steam or petrol vehicles are better for long-distance non-stop runs, but they claim that for urban or suburban service, with a daily mileage of forty to sixty miles, the electric vehicle shows a degree of economy that no other form or type of vehicle can approach. It is the purpose of these notes to keep our readers in full cognisance of the developments of the car, by whatever power it may derive its momentum, but at the same time one is concerned more with the progress of our own national industries than of others. For that reason, if the electrical vehicle is the good thing its supporters claim



THE "STANDARD" 9.5-H.P. LIGHT CAR, AT SAN PAULO, BRAZIL

for it, then I would ask that its users should buy the British-made article in preference to the imported transporter. Those motorists who attended the last Olympia Motor Show, in November 1913, may remember that the Arrol-Johnston firm, of Paisley and Dumfries, produced an electric carriage among their exhibits, due to the conviction of Mr. T. Pullinger, the managing director (after a visit to America), that this type of vehicle was capable of

a business resurrection since its practical burial ten years previously. Last year Messrs. Vickers, the makers of the Wolseley cars, also made arrangements for producing electrical road-carriages; and since then the Cedes Electric Traction, Ltd., and one or two other firms, have appeared in this line of business. Consequently, if electric carriages are wanted, there are British firms to buy them from.

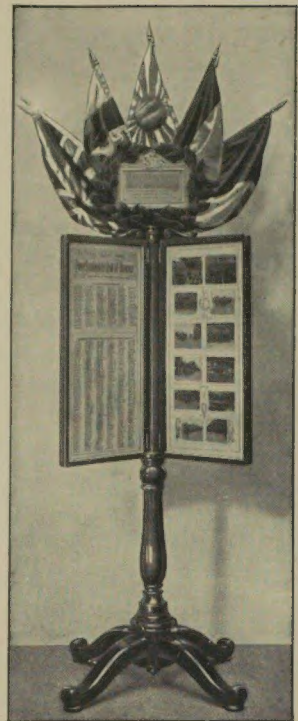
Magnetos Going. Writing on things electrical reminds me that I think the magneto is going off the petrol-using car and will be replaced by our old friend the coil. In the first place, the hold the Germans seem to have on the magneto trade has got to be shaken off; and in the second place, the universal adoption of electric lighting of all cars, both big and little, has produced a need for carrying a battery. Now the old coil was only dispensed with because of the trouble of keeping the battery of accumulators charged. As all the latest cars are fitted with a neat dynamo electric-lighting set, driving through a battery of accumulators, there is all the machinery ready and waiting for the coil. Besides, the battery is kept in good order by the regular charging and discharging constantly taking place, while there is a slight saving in first cost between the magneto and coil sets. I always credit the American motor-car manu-

facturer with economical production. He is seldom wasteful, and always utilitarian. Consequently, when I see by the reports of the recent motor show in New York that many cars have gone back to the trembler coil in conjunction with their lighting sets, I am quite sure it works all right. Another theory that requires exploding is that London is the hub of the motor trade and sets the fashion. When it comes to coach-building design, there is no doubt that Europe to-day shows the way to America, but the weight of numbers has just overwhelmed the industry on this side, so that one is obliged to look towards New York for the straws which show which way the wind (of fashion) blows in automobile details. I do not suppose anybody would chop a Rolls-Royce for the best U.S.A. car built, but when cash gets short people are glad to save a few hundred pounds in the price of their car. Then the patriotism that touches the pocket will be truly tested, and I can only hope that the British motor manufacturer will not suffer by his public being tempted to leave him for the "just-as-good-at-half-the-price" cars that will flood this country during 1915-16.

MISCELLANEOUS.

THE very effective series of naval pictures by Charles Pears now appearing in the Press under the name of Messrs. James Buchanan and Company, of "Black and White" Whisky fame, are not only vividly representative of some of the gallant work now being done by our sailors, but also give evidence of the strength and realism of the work of the artist, and form a worthy topical addition to Messrs. Buchanan's other well-known and admirably produced studies in black and white.

The German Chancellor, Herr von Bethmann Hollweg, has volunteered this "explanation" of what he meant by the phrase "A Scrap of Paper" at his historic interview with the British Ambassador on August 4. He really said, declared the Chancellor, that Belgium's own act had forfeited her neutrality, and made the European guarantee treaty on her behalf a mere scrap of paper. England was entering the war for reasons of her own, and in her eyes the treaty guaranteeing Belgian neutrality was consequently only a scrap of paper!



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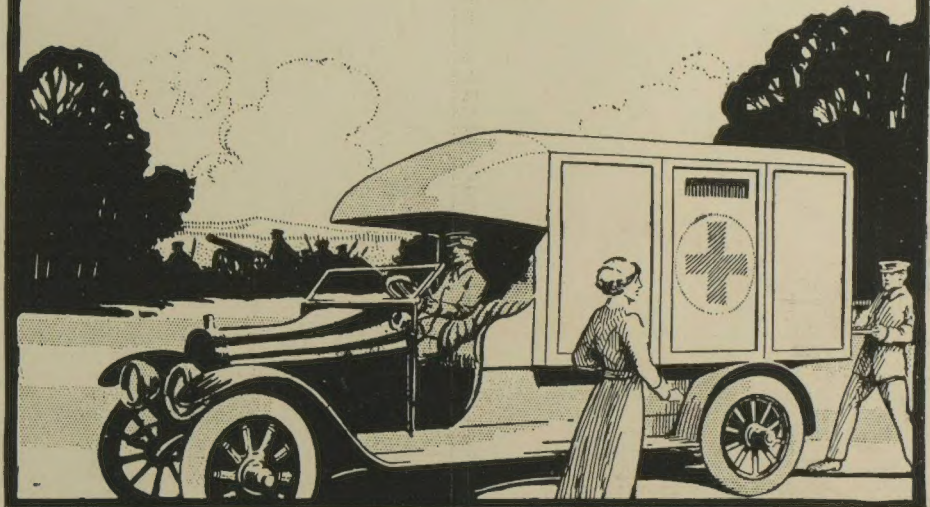


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WILLS AND BEQUESTS.

THE will and codicil (both dated March 4, 1913) of FIELD-MARSHAL EARL ROBERTS, V.C., K.G., of Englemere, Ascot, who died on Nov. 14, are proved by Lady Roberts, the widow, Sir Neville F. F. Chamberlain, and Gaspard O. Farrer, the value of the unsettled property being £77,304. After expressing a wish to be carried to his grave on a gun-carriage, and to be buried by soldiers, he gave £500, and the horses, carriages and motor-cars to his wife; a memento to each executor; £100 to Muriel Bews, and on the decease of Lady Roberts, £1000 to Muriel Bews and Mary Bews, or the survivor; and legacies to servants. All his copyrights, MSS., letters and papers he left to his wife and daughters to preserve, destroy and deal with as they may think fit, and he declared that if it should be considered desirable to write his life, it was his wish that no steps should be taken without the approval of his wife and daughters and the proof of the work submitted to them. His medals, Orders, and swords, and those of his father, his presentation plate, and the Freedom of the several cities conferred on him, and his residence and furniture he left to his wife for life, and then for his daughters. Under the provisions of the settlement of the sum of £100,000 granted to him by the State for his services in South Africa, he appointed £1000 per annum to his wife, and during her life, £600 per annum to his daughter, Lady Ada Lewin, and subject thereto, the whole of the funds to his daughter Lady Aileen, now Countess Roberts, and her issue, with remainder to his other daughter and her issue, with remainder as the survivor may appoint; and on failure of appointment, for the benefit and welfare of officers, non-commissioned officers and privates of the Regular Army, their wives, widows, and issue. The residue goes to his wife for life, and then for his daughter Lady Ada Lewin.

The will of Mr. THOMAS SAMUEL DOWNING WALLACE, of Heronfield, Eastern Terrace, Brighton, who died on Oct. 23, is proved, the value of the property being £48,128 5s. 3d. Subject to a few legacies, testator leaves his property in trust for his wife for life, and then as to £4000 to the British and Foreign Bible Society; £4000 to the Religious Tract Society; £3000 to Dr. Barnardo's Homes; £2000 to the Salvation Army; £1000 each to the London

Society for Promoting Christianity among the Jews, International Christian Police Association, Miss Perks' Soldiers' Homes, and Mrs. Tod-Osborne's Soldiers' Home at Cairo; and the residue as to one third to the London City Mission, one third to the Evangelisation Society, and one third to the Cliff College Training Home, Culver, near Sheffield.

The will of Mr. WILLIAM MORGAN, of 1, Park Street, Bath, who died on Oct. 22, is proved by Philip John Dunn, the value of the property amounting to £43,221 1s. 7d. Subject to an annuity of £400 to Ethel Mary St. John Maule, while a spinster, and on her death or marriage, to John William Maule, the testator leaves all the property to his wife for life or widowhood, and then for his children, his sons taking a double share.

The will of Mr. ROBERT MALCOLMSON, of Melview, Clonmel, Tipperary, who died on Nov. 10, is proved by the widow, and Alexander Malcolmson, a son, the value of the personal property being £50,058 3s. Testator gives the use of his residence and £300 per annum to his wife, in addition to what she will receive under settlement; his real estate to his son Alexander; and the residue to his children.

The will (dated July 23, 1913) of Mrs. JOANNA MARY PATERSON, of Brudstones, West Derby, widow, who died on Nov. 9, is proved by Major Philip Joseph Paterson, son, and Mrs. Josephine Joanna Davis, daughter, the value of the property being £69,606 13s. 2d. She gives her residence to her son; personal effects to her two daughters; and one-third of the residue to her son, and one-third in trust for her daughters Mrs. Davis and Mrs. Pope Naylor.

The will of Mr. ARTHUR HENRY POTTS, of Glanrafon, Mold, Denbigh, who died on Feb. 26, is proved by Hubert Potts and Henry Swetenham, the value of the estate amounting to £82,991 4s. 4d. He gives £3000 in trust for each of his sisters Muriel Grace Cecile Dodd, Dorothy Vera Potts, and Marjory Augusta Wynne Jones; £100 per annum to his mother; and the residue to his brother Cyril Potts.



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